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The Daily Press.

HONGKONG OFFICE: 14, DES VROUX ROAD, U.L.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 25th June 1903.

In our issue of Monday, the 22nd instant,
we mentioned a despatch received by the
North-China Daily News, to the effect that
the Japanese Press had announced the
signature of a protocol between Japan
and Russia recognising the supremacy of
Japanese rights in Korea, the opening of
three treaty ports in Manchuria, and the
permission for residence of Japanese consuls
and of a limited number of merchants in
that province. This protocol was supposed
to be the result of the visit of General
KUROKAWA, Russian Minister of War, to
Japan. We remarked then that confirma-
tion of the report would be anxiously
awaited and that, though it was probable
that Russia might offer such terms (in
return for Japan's recognition of her
position in Manchuria), many other in-
terests were involved—and therefore no
settlement of the Manchurian question
could not yet be looked for, even should the
North-China Daily News correspondent's
report be found correct. In the last
number to hand of our Shanghai con-
temporary we find the following telegram
dated Kobe, 18th June.—“The agreement
“between Russia and Japan reported in my
“telegram of yesterday is probably fictitious.
“Weightier papers ignore or discredit it.”
This may be taken as disposing entirely of
the previous report. It need not now be
pointed out that any such rumour argued,
on the part of Japan, a complete disregard
of the fourth article of the Anglo-Japanese
Agreement signed on the 30th January, 1902,
which ran as follows:—“The High Contract-
“ing Parties agree that neither of them will,
“without consulting the other, enter into
“separate agreements with another Power to
“the prejudice of the interests above des-
“cribed,” i.e., in China and Korea. It would

be impossible to conceive, that our ally
should enter into any such arrangement
with Russia as was outlined in the telegram
which we quoted on Monday last, without a
previous reference to London, which
obviously could not yet have been made.
The whole story therefore may be taken to
have been disproved, and the early state-
ments of the Japanese Press that General
KUROKAWA's visit to Japan has no
particular political significance may be
recognised as correct. This, it will be
understood, does not preclude the possibility
of a suggestion having been made to Japan.
Whether any such offer was made or not,
we are of course not in a position to say.

There are rumours that Hongkong will send
a cricket team, a rowing four, and possibly a
football eleven to Shanghai this autumn.

An extraordinary general meeting of the
Y. K. C. will be held in the Gymnasium,
Kowloon, on Thursday, 2nd prox., at 5.45 p.m.;
to confirm the special resolution passed at the
annual general meeting on the 18th inst.

Twelve cases of plague, all Chinese, were
notified yesterday as having occurred during
the 24 hours ended at noon. Ten were fatal,
and no less than eight were “found” one on a
buoy near the Canton wharf. The total for the
year now stands at 1,264.

General Wood, U.S.A., left Singapore for
Java on the 18th inst. He is expected to
return about the 28th instant and will leave for
Manila via Hongkong by the German mail boat
which leaves Singapore on July 3rd or 4th.
The General is to be in Manila by July 12th.

The following two telegrams appear in
Rangoon papers:—“London, June 8.—The
death of the bacteriologist at Berlin is officially
certified to be from plague.” “London, June
9.—The attendant on the bacteriologist who
died of plague at Berlin has been seized with
plague.”

By permission of Major Radcliffe and officers,
the band of the 33rd Burma Infantry will play
the following programme at the Kowloon Hotel,
during dinner, this evening (weather permit-
ting):—
March:—“Marche Romaine.” Gounod
Overture:—“Lodoiska.” Cherubini
Selection:—“A Princess of Kensington.” Ed. German
Cornet Solo:—“Eine Nacht in der Schweiz.” Humo
Selection:—“Reminiscences of the” Chambers
Waltz:—“Les Baïers.” Margis
Characteristic Piece:—“A Dervish Chorus.” Sobek
“God Save the King.”

The commands of His Majesty the King
Emperor have now been received as to the
celebration of his birthday in India. In view
of the unsuitability from many points of view
of November 9th for official functions, His
Majesty has ordered that his birthday shall be
celebrated in India on the 26th inst. The
official celebrations on January 1st or Proclama-
tion Day, will continue as in previous years
and the year will thus continue to be divided
into two official parts which will be inaugurated
on January 1st and June 26th, respectively.
The Honours list will now, it is expected, be
issued on the 26th instant.

The following letter is from the *Chefoo*
Express of the 13th inst.:—“Sir,—What about
the open door now? This week a Britisher
went over to Port Arthur, and before leaving
Chefoo asked the British Consul for a passport,
but was told that no passports were required.
Judge then his surprise, when he was not
allowed to land, because he had not one.
Eventually, however, they did permit him to
land, but he returned the same evening. I
understand that on the boats going over there
is a notice in the cabins that passengers cannot
land until the Chief or Inspector of Police has
seen them.—Yours truly, Wandering Jew.”

A person who had caused hurt to another,
resulting in the latter's death, and had removed
the body and thrown it into a river with the
object of escaping detection was sentenced at
the Alahabad Sessions to two years' rigorous
imprisonment on a charge of theft. The con-
viction has been set aside, on appeal, by the Al-
lahabad High Court, which held that a human
body, whether living or dead, except perhaps
bodies, or portions thereof, or mummies pre-
served in museums or scientific institutions,
could not be the subject of theft as defined in
Section 378 of the Indian Penal Code. The
point raised was a new one in India, and the
Court adopted the law of England in disposing
of the appeal.

In 1901 the “Palma” shooting trophy was
won by a team put forward by the Dominion
Rifle Association of Canada. Last year when
the competition took place at Ottawa, the
trophy was won by a British eight sent out by
the National Rifle Association, under the cap-
taincy of Major the Hon. T. F. Fremantle.
It was the first time the match had been
won by an European team, and for that,
even if for no other reason, the forthcoming
match at Bisley is bound to arouse a
very substantial interest. America will be
represented. Already an appeal for funds
to defray the expenses of the team while in
England, for the journey here and back, has been
issued. The appeal for subscriptions reads
grandiloquently that “the repatriation of
the trophy” is what is described as an American
“duty.” The National Rifle Association has
been informed officially that the United
States is preparing a team for the match.
A French team has also been promised,
and teams are also announced as representing
Switzerland, Natal, Australia, and Canada.

Deposits of rubles have been discovered in
the province of Chentaburi, Siam.

At the Interport Regatta at Kobe on the 6th
inst., Yokohama won the Fours (Kobe being
fouled by a fishing-boat), Pairs, and Double
Sculls. Kobe only managed to win the sailing
race.

A school for the teaching of Russian is to be
established in Tientsin by Viceroy Yuan Shi-
kai, the chief tutor of which, it is stated, will be
a brother of the present Russian Consul in
Tientsin, M. N. Laplew.

It is proposed to start a Hampshire Club in
Hongkong, to be called “Sons of Hampshire.”
These desirous of joining should communicate
with Mr. French, Naval Yard. Already a large
number of names have been sent in.

Japanese papers record that Mr. Ludwig
Bischof, second son of Captain F. and Mr.
Bischof, died at Kobe of consumption on the
14th inst., aged 19. He was a talented musi-
cian, and often assisted at concerts in Kobe.

The compulsory daily administration of qui-
nine pills to the members of the Police Force
has been discontinued. It seems that a sudden
order for between 4,000 and 5,000 pills to meet
the week's requirements paralysed the pill-
mixing department.

A despatch dated Simla, June 11, says:—
The plague mortality in India continues to
decrease. Last week there were 6,014 deaths
against 8,676 in the previous seven days. Of
this total, the Punjab had 4,374 and all the
rest of India only 1,140.

Saturday, the 13th inst., was “Onka Day”
at the Exhibition and preparations were
made for the reception of no less than 100,000
visitors, but there was such a crush that the
ticket office was overwhelmed and there was an
actual row. A total of 83,464 tickets were sold,
but many more obtained admission.

This is how the *Shanghai Times* announces an
addition to its staff:—“A gifted writer.—
D.—one of the cleverest writers in America, ar-
rived yesterday to take a position on the *Times*.
Mr. D.—is a newspaper man. He has filled re-
sponsible positions on a number of the leading
papers in America. He comes to Shanghai, not
on the recommendation of his past performances,
but on the recommendation of what he can and
will do to-day. He is a credit to the profession
which he adorns.”

According to the *N.-C. Daily News*, a Tientsin
despatch states that a large Chinese timber
company, called the Tatung Ma Chih Company,
which was last year started by Yuan Taotai of
the Eastern Marches Intendency (Fenghuang-
cheng and the vicinity of the Yalu) to cut
down timber in the Yalu region for importation
into Chili province, has been arbitrarily forced
by the Russian authorities in Manchuria to
“shut up shop,” on the ground that the place
now belongs to Russia.

Letters from the German exploring party in
Mesopotamia last month stated that the work
of excavation on the site of ancient Babylon is
proceeding most satisfactorily. The great gate
of Nebuchadnezzar's Palace has been cleared
of rubbish, and its stately dimensions revealed.
Numerous inscribed bricks have also been
discovered. In one place there were 225 with
closely-written cuneiform inscriptions, believed
to be fragments of some public library. They
are from the very earliest period of Babylonian
civilisation. The exploring party have prepared
600 cases of glazed tiles to be sent to Germany
at the earliest opportunity. These tiles, bearing
the most elaborate designs, are from the gate of
Nebuchadnezzar's Palace, and from a sacred
processional avenue.

Capt. Pearce of the s.s. *Changchoon*, the
Chefoo Express records, had rather an exciting
experience a few days ago. Bring desirous of
going across to the s.s. *Shenkying* he hailed a
sampler which was alongside the *Koyo Maru* at
the time. While in the sampler standing with
his back to the sampler-man, the latter made a
sudden attack on him, with the intention of
robbing him. Capt. Pearce, however, was too
much for him and the assailant started to cry
out for help. Another sampler came along and
the occupants managed to get their compatriot
into their sampler, after which they rapidly made
off. Unfortunately for them the steam launch
of the U.S.S. *Kentucky* was passing by, and
being attracted by the cries of the sampler-man
came alongside to investigate, after which they
pursued the miscreants and captured them.
They were conveyed to the *Kentucky* and after
a short investigation were taken to the *Chang-
choon* and put in irons. The next morning they
were taken on shore and put in the yamts.

SUDDEN DEATH IN KOWLOON.

Mrs. Chialoh, residing at 8, Cameron Ter-
race, Kowloon, was found dead in bed yesterday
morning. A servant “boy” made the discovery.
When he entered the room he found his mistress
still in bed, though it was nine o'clock and
after her usual hour of rising. She was lying
as though asleep, but when he attempted to
wake her he found that she was dead. The
husband, a marine engineer, is away on a voyage,
and there was no one in the house except the
“boy,” who informed a friend of the family of
what had occurred. The police at Tsimshatsui
were communicated with, and in the after-
noon the body was removed. A post-mortem
examination will be held this morning. The
deceased, who was between 30 and 40 years
of age, and a native of Aberdeen, in Scotland,
will be buried to-day.

TELEGRAMS.

REUTER'S SERVICE.

GREAT BRITAIN AND FRANCE.

LONDON, 22nd June.

President Loubet has also telegraphed to the
King expressing his sympathies with the
families of the victims of the Woolwich
explosion.

SERVIA.

LONDON, 22nd June.

Several officers who were conspicuous in the
Belgrade assassination have been promoted.

SOMALILAND—NEW COMMANDER
APPOINTED

LONDON, 22nd June.

General Manning and Col. Cobbe, with 1,200
men, are making their way to Bechtele and are
approaching Damot, the garrison of which is
unable to move owing to the proximity and
strength of the Mullah. An engagement is
expected.

General Egerton from India has been ap-
pointed to the command in Somaliland; the
appointment, which is universally approved
indicates much more elaborate operations.

POLICE COURT.

Wednesday, 24th June.

BEFORE MR. F. A. HAZELAND (POLICE
MAGISTRATE).

A LEPER AND INSANE.

On Sunday night, it may be recalled, an Indian
watchman out for a stroll saw a Chinaman jump
into the harbour from the Praya at Wanchai.
The Indian and some others rescued the man,
who was making every effort to drown himself;
the water was not deep, and the task of getting
him out was not a very difficult one, despite his
struggles. Taken to No. 2 Police Station, he
said he was out of work and had had no “chow”
for two days; he did not want to live, and would
they kindly oblige him with a razor so that he
might cut his throat?

By the Magistrate's orders he was placed
under medical supervision, and the result of
the detention has been that he has not
alone been declared to be a lunatic, but
also a leper. He was discharged.

BEFORE MR. J. H. KEMP (ACTING POLICE
MAGISTRATE).

THEFTS ON “EMPEROR OF INDIA.”

Ever since the arrival of the C.P.R. steamer
Empress of India on the termination of her last
voyage, the provisions were noticed to be
diminishing in a way not warranted by the rate
of consumption on board. The police were
communicated with, and a watch was set on the
ship, with the result that a boatman was arrested
in possession of four turkeys and six tins of
cheese, of the total value of \$20 or there-
abouts. He told the detectives, who were
hovering round the *Empress* in a steam
launch, that the butcher on the vessel had
given him the provisions with orders to take
them ashore, and on this information the
butcher, an Englishman named William Wad-
ham, was also arrested. Later, a boat coolie who
had been doing odd jobs on the ship was ap-
prehended with 20lbs. of fresh pork in his
possession. His tale was that a Chinese
cook's help had presented him with the pork,
but the native in question was able to show that
he had not done so, and he was not made pri-
soner but merely called as a witness against
the coolie. The police next stopped a Chinese
fisherman as he was leaving the steamer
with a cigar-box full of tea and an-
other large quantity rolled up in a jacket;
but as in his case there was nothing
by which to identify the tea as the property
of the C.P.R., or to disprove his statement that he
bought it at one of the ports touched at, he
was not taken into custody.

Charges of theft were laid against the boat-
man first arrested, the butcher Wadham, and
the boat-coolie who endeavoured to implicate
the cook's help. The charge against the first
was withdrawn, as in accepting hire from the
butcher he had simply acted within the legal
limits of his calling. Wadham pleaded guilty,
and was sentenced to one month's hard labour.
The third prisoner, denied the accusation made
against him, but was convicted on the evidence
of the cook's help and also sentenced to a
month's imprisonment with hard labour.

TORMENTING A TIGER.

A tiger is a queer pet to have about the
house. Lau In Tong, who occupies No. 200,
Hollywood Road, keeps one; an animal six feet
long and three feet and a half high. He is
kept in an iron cage, and Lance-Sergeant
Abbey found a number of Chinese poking him
with sticks between the bars. Abbey sum-
moned Lau In Tong for permitting the beast
to be ill-used, and mentioned to his Worship in
giving evidence that the cage was only big
enough to enable the tiger to sink in his knees
and rise again; that was all the exercise he
could take—he could neither turn round nor
walk.

The defendant, who said the tiger was kept
for exhibition purposes, was fined \$25 or a
month.

LATEST STEAMER MOVEMENTS.

The O.S.S. steamer *Tydeus* left Singapore
on the 23rd inst., at noon, and is due here on
the 23th inst.
The P. & O. steamer *Magellan* left Singapore
for this port on the 22nd inst., at 5 p.m.
The N.Y.K. steamer *Idemitsu Maru* (Bombay
Line) left Kobe via Moji for this port on the
23rd inst., and is expected here on the 1st prox.

CHINESE LABOUR FOR
THE RAND.

A MISSION OF ENQUIRY.

While the Transvaal authorities are discussing
whether or no Asiatic labour is to be permitted
into the Rand mines and while the whole of the
British Empire is looking on with interest to
see what the outcome is to be, the mine-owners
themselves have taken time by the forelock and
have already set about a mission of enquiry as
to the suitability or otherwise of the Chinese for
the working and development of the immense
gold-fields of South Africa. The Transvaal
Government has not yet made the admission of
Asiatic workmen possible. They may or they may
not. Should the available Kafir labour prove
insufficient to meet requirements there will prob-
ably be no call for the introduction of
Orientals. But merely in case more labour is
wanted than can be got locally, the mine-
owners have taken tentative steps with a view
to ascertain if the importation of Chinese
labour would suit their purposes and to cover
the contingency should it arise.

There is at present staying in Hong-
kong Mr. H. Ross Skinner, who has charge
of several mines in South Africa and at
present of the Witwatersrand Native
Labour Association, associated with the
Transvaal Chamber of Mines, who has been
authorised to undertake this mission of enquiry
in California and China. Mr. Skinner has just
come from California, where he has made
a study of the conditions under which the
Chinese are engaged in mining there. In
California, as elsewhere, the Chinese give
every satisfaction as workmen. Now Mr.
Skinner has come to China to pursue his
enquiries as to the possible procurement of
yellow labour. After completing his mission
by visiting the coast ports he will return to the
Transvaal to report to his principals.

It may be said, broadly speaking, that
nowhere has Chinese labour been introduced
into a country without hostility on the part of
its inhabitants. The attitude of hostility is
not hard to understand. John Chinaman, the
miner, was able to compete with the people
of any nation as a workman; and his
capability of living literally on a few
handfuls of rice a day made his labour so cheap
as to leave his white competitor hopelessly
behind in the race. In Australia and in
America he is now surrounded by restrictive
laws, and there is little likelihood that any
other country will allow the Yellow Race to enter
into unrestricted competition with its own people
where labour is plentiful. But that is just where
the case of the Transvaal lies in. There they
have not a plentiful supply of unskilled labour.
The supply is totally inadequate at present.
In the review prepared for Mr. Chamberlain
and Lord Milner by the Witwatersrand Chamber
of Mines it was stated that “The great problem
is the obtaining of an abundant coloured
labour supply. In the solution of this problem
the Chamber asks for support and encourage-
ment from the Government, feeling that on its
proper solution depends not only the dividends
of the mines, but the welfare of the whole
country.” The immensity of the present mines
and their still more immense potentialities are
but little realised except by those on the
spot. It is essential for their development
that unskilled labour should be secured. Kafir
labour to a certain extent is obtainable,
it is true; but will it be sufficient?
There seem to be no two opinions as to the
superiority of the Chinese over the darker-
skinned aboriginals; and setting aside race
prejudices there can be no objection to
the importation of the better material
if it is done in such a manner as to conserve
the privileges of the former. One need only
point to the Federated Malay States to bear
out the proposition. That country owes its
flourishing position to-day to its exploitation
by Chinese. The more virile race has made
where the decadent Malays marred.

Kept within certain lines of restriction, it is
the opinion of the Rand mine-owners that the
Chinese would do for the Transvaal all that,
and more than, they have done for the
Federated States. When the Pacific coast of
America was in a panic about the possible
repeal of the U. S. Chinese Exclusion Act,
alarmist pictures were drawn of shipload
after shipload of pig-tailed Orientals being
dumped down promiscuously at every port on the
sea-board to overrun the country and drive
white labour out. Such pictures have been
conjured up by imaginative writers in South
Africa and in England. Chinese in countless
thousands would swamp the labour market of
the Rand, if once the thin edge was inserted,
they said. But the Rand mine-owners have
no thought of introducing any wedge. They
need coloured labour and they want it good and
plenty of it. It may be that the native supply
will not suffice. Naturally their eyes turn to
China. Of course it has to be understood that
the laws of South Africa do not permit of the
wholesale importation of workmen. But in the
event of the mines requiring them, the Trans-
vaal Mines are quite prepared to consider
the admission of Chinese; and the
well-considered scheme which they should be
able to lay before the Legislature would
doubtless commend itself as safe and
sound. Under it the Chinese immigrants
would be bound under indentures for periods
of three or five years to work in the mines,
and that for certain classes of work to be clearly
specified. They would be shipped from China,
serve their term, and at the end of it be shipped
back to China. While in South Africa they
would be well treated, well housed and well paid,
and each one could count upon returning to his
native country with £60 or £80 in his belt. Their
labour would lead to still greater development of
the gold-fields, interfering with no other labour

and necessitating the employment of larger
numbers of white foremen; and they would work
in mines set apart from them away from the other
coloured workers. This at least is the view of
the promoters of the scheme.

It is remarkable that in this movement one of
the chief factors to be taken into consideration
by the owners is the question whether Chinese
could be prevailed upon to go over in the
large numbers which may possibly be
required; but should the importation of the
Yellow Race ever be authorised it is
expected that the treatment meted out to the
first-comers and the advantageous conditions
under which they would work and live would
soon come to be bruited abroad in China and
that these would induce the Chinese miners to
advise their nationals to follow in their footsteps
and participate in the good things they had
found in the Rand.

CORRESPONDENCE.

UNCONQUERED SCOTLAND.

TO THE EDITOR OF THE “DAILY PRESS.”

Hongkong, 24th June.

Sir,—Those two Scots are becoming a little
wearisome in their childishness. Really now,
who but they would have noticed anything to
raise such a pothe about? However, seeing
that the writer of the letter isn't here to defend
himself from the terrible charges of his accusers
I would like to call attention to a point that
everybody appears to have overlooked. The *Mail's*
correspondent says that “England has never
sought to crush out of a conquered or annexed
country.” etc. And the Unconquerable one asks:
“When was Scotland conquered and annexed?”
He hasn't even taken the trouble to make sure
of his thesis. And does he deny that Scotland is
the junior partner to England? Would he
pervert history as well as the *Mail's* paragraph?
Again he says: “And so we owe it to the
English that they have not crushed out of us,” etc.
A man who argues on misrepresentations
of this kind is hardly worth the answering.

As a matter of fact I am not quite sure that
the *Mail's* correspondent is correct in saying
that “England has never sought,” etc. She has,
once or twice, but found that it didn't pay.
Have the Highlanders forgotten Glenoe, for
instance? And again what caused the seces-
sion of the United States?

Let “Unconquerable Scots” hang their hats
upon this peg, if they will; they have some-
thing tangible at any rate; but spare us from
those who cry out before they are hurt. Even
supposing that the *Mail's* correspondent had
written as these Unconquerables represented,
would John Bull in a similar case have risen in
his wrath to pulverise his thoughtless opponent
with undignified invective? The smaller the
nation, physically and mentally, as with the
man, the more noise he has to make to assert
himself. I do not think that Scotland would
have fallen in the world's estimation had these
unconquerable champions never arisen.—Yours,
etc.

ANOTHER ENGLISHMAN.

TO THE EDITOR OF THE “DAILY PRESS.”

Hongkong, 24th June.

Sir,—“Englishman” and the “Unconquerable”
ones should “Leave little dogs to bark and
bite,” etc., as we were taught in our youth.
The British Nation consists of as many English-
men as Scots, and surely it is unnecessary to
try to prove that one (or both) has swallowed the
other—like the Kilkenny cats! I wonder if
the “Unconquerables” can inform me of what
stock Robert Bruce came? I have just a
“suspicion” that he was of Norman descent.
Can this be true? I think it is a subject for
congratulation to the rest of the nation that
some Scotch characteristics are strictly preserved
north of the Tweed—may they always stop
there! A “susceptible nation” should have a
thought for the susceptibilities of others and
not for ever try to ram down other people's
throats the self-evident absurdity that the
“Land o' Cakes” is the Hub of the Universe.
—Yours, etc.

PAX VOBISCUM.

TO THE EDITOR OF THE “DAILY PRESS.”

Hongkong, 24th June.

Sir,—Scotchmen are notoriously lacking in
sense of humour and judging from the corre-
spondence which you have allowed to appear in
your paper, it would also seem that they fail
to realise when they are making themselves not
only ridiculous but a nuisance.—Yours, etc.,
G. W. P.

A Scot in London, on the death of his aged
father in the North, thought he would gather
round him for “auld lang syne” the family
furniture and belong to a. Among them was a
collection of old and battered books, books stain-
ed with candle grease, sprinkled with crumbs of
bread and cheese, and griny with the smokes of
the chimney corner. “Here he would sell, but
like a prudent man he first got a friend to look
over them. “There now,” he would say, reach-
ing out a copy of *Blair's Sermons* in full calf.
“One ought to get something for that.” “Sixpence,”
said the friend. “Doctor Synge's
trices bound, broken backed, dirty.” “You don't
see that often now do you?” “Twopence,” an-
swered the friend. “It's a case of a sovereign for
the lot then?” “You had better give a man a
shilling to take them away—and buy them,”
replied the friend. But just then out of
the heap came a grey paper-skinned book with
rough unshaven edges, which on being opened
proved to be the second volume of *Waverley*.
“Where are the other two like that?” asked
the friend. “Oh, my sister Maggie used to
press forms in one of them, and the other is
inside a big pin-cushion.” Brought together
the three volumes made a very good exemplar
of the famous first edition, and enriched the
owner to the extent of eight upon a hundred
pounds.

LATE TELEGRAMS.

[VIA AUSTRALIA.]

POLAR RESEARCH.

London, 26th May. The *Medin* (Paris) has opened a fund to finish equipping M. Charcot's expedition to search for the Swedish Antarctic expedition under Nordenskiöld.

IRISH INDUSTRIAL LEAGUE.

London, 26th May. An Irish Industrial League has been incorporated at New York, to assist farmers in Ireland. It is hoped to raise 1,000,000 dollars during 1903.

THE FISCAL QUESTION.

London, 27th May. In the House of Commons yesterday Sir Henry Campbell-Bannerman, leader of the Opposition, gave notice of his intention to move an amendment to the second reading of the Finance Bill. Sir Henry will move that "The House, regarding the maintenance of free trade essential to the welfare and the interests of the Empire, declines, in view of recent Ministerial declarations, to proceed with the bill without further disclosures as to the Government's fiscal policy."

Last night, speaking in reply to Sir J. Leng (Liberal member for Dundee), Mr. Chamberlain stated that there had been no negotiations between the motherland and colonies regarding tariff concessions. The Secretary of State for the Colonies added that he had made no official proposals for colonial tariffs giving preferential rates for British as against foreign goods.

The Berlin correspondent of the *Morning Post* reports that Australia's opposition to preferential trade within the Empire has convinced Germany that it is safe to make reprisals in the case of Canada.

London, 28th May. Sir Robert Giffen has a letter in to-day's *Times* dealing with the question of preferential trade within the Empire. While not believing in the possibility of binding the Empire to a system of mutual trade preferences, Sir Robert feels that the whole force of the Empire must be used, if necessary, to vindicate Canada's right to concede preference to the motherland without foreign reprisals. Germany's action in threatening reprisals he characterises as an imperiousness. Sir Robert has also suggested a revision of British methods and the system of commercial arrangements with foreign countries, treating the Empire as one unit instead of negotiating for its separate parts. He also advises the establishment of a commercial council to assist the Foreign Office. Such a council could discuss preferential questions, and should comprise representatives of the autonomous colonies, India, and the other parts of the Empire.

Replying yesterday in the House of Commons to Mr. G. Lambert (Liberal member for South Molton), the Chancellor of the Exchequer stated that he did not propose to modify his Finance Bill in order to afford preference to colonial products.

The members of the Birmingham and Cardiff Chambers of Commerce have resolved that Mr. Chamberlain's proposals with regard to preferential trade within the Empire deserve the immediate and serious consideration of the country, and particularly of the commercial community.

The paragraph in the Australian Governor-General's speech delivered on Tuesday at the opening of the Federal Parliament, referring to the delay in dealing with the question of preferential trade, has evoked a chorus of congratulation in the German press.

"DISCOVERY" BELIEF FUND.

London, 27th May. In reply to a question yesterday in the House of Commons, the Prime Minister announced that the Government was prepared to contribute to the *Discovery* relief fund. At the same time, he regretted to have to admit that the confidence of the Government in the two societies which promoted the *Discovery* Antarctic research expedition had been rudely shaken.

London, 27th May. Sir Clements Mackham, president of the Royal Geographical Society, indignantly protests against the statement relative to the society made in the Commons last night by the Prime Minister. He asserts that the society originally and repeatedly indicated the necessity for a relief ship.

DARKEST RUSSIA.

London, 27th May. The Jews in St. Petersburg dread an outbreak of anti-Jewish excesses on the 29th inst., upon which date the citizens celebrate the bicentenary of the foundation of the Russian capital by Peter the Great. The Russian Government is taking remarkable precautions to prevent an outbreak.

London, 28th May. M. Plahov, the Russian Minister of the Interior, yesterday received a deputation representing the Kishineff Jews, and heard their complaint relative to the recent outrages. The Minister expressed sympathy with the sufferers, and promised to continue the sale of the anti-Semitic organ at Kishineff, the *Zhynya*, which had incited and inflamed the people against the Jews—to the paper's regular subscribers.

Two artillery officers named Grigoroff and Molosoff have been arrested in St. Petersburg on suspicion of being connected with a wide-spread conspiracy to assassinate officials. Grigoroff admits that he intended to kill M. Pobedonosteff, late Procurator of the Holy Synod, but he refrained because his intended victim was old and feeble.

LORD ONSLOW'S SUCCESSOR.

London, 27th May. Lord Monk Bretton, late private secretary to Mr. J. Chamberlain, has been appointed Under-Secretary for the Colonies in succession to Lord Onslow, who succeeded the late Mr. R.

W. Hanbury as President of the Board of Agriculture.

ANGLO-AMERICAN WAR WORSE THAN A CRIME.

London, 27th May. Speaking last night at a banquet given by the New York Society of Pilgrims in honour of Sir Michael Herbert (the British Ambassador to the United States), Mr. Elihu Root (United States Secretary for War) declared that England was America's true friend. "War between England and America would," Mr. Root asserted, "be not only a crime, but would argue incapacity in the governing powers worse than a crime." Mr. J. Hay, United States Secretary of State, wrote, praising Sir Michael Herbert as an Ambassador who stands solidly for peace.

TRAGEDY AT A WEDDING.

London, 27th May. While a wedding party was in progress last night in a house in the town of Arras, near Douai, in France, a fire occurred in the ballroom. The house was full of guests at the time and terrible scenes took place. Four ladies were burnt to death, and 20 others were fearfully injured.

THE LONDON EDUCATION BILL.

London, 27th May. The London Education Bill yesterday passed through Committee in the House of Commons. The Government accepted numerous amendments, greatly minimising the powers and responsibilities of the boroughs in connection with the management of elementary schools. The *Standard* admits this morning that the Government has virtually withdrawn its bill in favour of one drafted by the Opposition and discredited Unionists.

LOSS OF A GUNBOAT.

London, 27th May. A new Peruvian gunboat, built at a Birkenhead yard, sprang a leak and foundered off the Scilly Isles near the coast of Cornwall. The crew were rescued.

GERMAN OFFICER DISHONOURED.

London, 27th May. A German naval ensign named Hussenor has been sentenced at Kiel to four years' imprisonment and dismissal from the navy for, at Essen on Easter Sunday, killing an artilleryman named Hartmann, who, according to his version of the affair, being a former schoolmate, "attempted gross familiarity by trying to shake hands with him after being arrested for an informal salute." Hussenor has appealed.

THE KING OF ITALY.

London, 27th May. It is reported in Rome that King Victor Emmanuel III. has arranged to visit President Loubet in Paris upon July 3, and King Edward VII. in London three days later.

AMERICAN LABOUR TROUBLES.

London, 27th May. The textile manufacturers in Philadelphia have refused a request made by the workers for a 55 hours' week. It is expected, in consequence, that 100,000 men will go out on strike in "the Quaker city" on Monday next.

NEW BASE FOR DESTROYERS.

London, 28th May. The third-class battleship *Audacious* will shortly be stationed at Felixstowe, the new base for a torpedo-boat destroyer instruction flotilla.

SPLIT IN A YACHT CLUB.

London, 28th May. Despite the fact that their rules forbid politics, the members of an aristocratic French Yacht Club voted against the election of M. Waldeck-Rousseau, the ex-Premier. Many members thereupon resigned, and intend to establish a rival club on a non-political basis.

THE TAAL IN THE TRANSVAAL.

London, 28th May. The Standing Orders of the Transvaal Legislature require that all speeches in Dutch shall be made through an interpreter.

FORGING MORGAN'S NAME.

London, 27th May. Count Bosdari, a dealer in art-gems, formerly of London, has been arrested at Alexandria, charged in company with others, with frauds and forgeries of bills of exchange on Mr. J. Pierpont Morgan and others.

[Count Bosdari was recently adjudicated a bankrupt, the petitioning creditor being Sir Alfred Hickman, M.P., who proved for £11,500 in respect of moneys advanced by him, on a bill of exchange, stated to have been drawn by the debtor, and which purported to have been accepted by Mr. Pierpont Morgan, but the signature of the latter was alleged to be a forgery.]

IMPERIAL DEFENCE.

London, 27th May. Sir Gilbert Parker, M.P., the eminent colonial writer, yesterday delivered an interesting address at the Australasian Club upon Imperial defence issues. He asserted that none of the British colonies were yet able to stand alone in the matter of naval defence, and a majority of colonists recognised that they were under a moral obligation to contribute to the upkeep of the Imperial navy, while the accumulated wealth of each colony would constitute a reasonable basis for contributions. Australia would, Sir Gilbert considered, do well to accept the Admiralty's offer with regard to a naval subsidy of £200,000 per annum.

AMERICAN SHIPPING.

London, 28th May. The New York Board of Trade has appointed a committee to investigate the alleged alarming state of the American shipping engaged in foreign trade.

SOKOTO.

London, 28th May. The Sultan of Sokoto, who fled from his capital after offering but a feeble resistance in March last, has since rallied a large following around an ancient flag belonging to the founder of the Sokoto Empire. The flag, which is venerated by the local natives, was captured when Sokoto fell before Lieutenant-Colonel

Morhan's forces on March 15, but was afterwards carelessly allowed to be stolen. The rallied forces recently made a desperate attack on the British position, but were repulsed, after sharp fighting. The British loss was two men killed, and many wounded.

UNITED STATES PRESIDENCY.

London, 28th May. Senator Mark Hanna has withdrawn his opposition to President Roosevelt's nomination by the Ohio Republican Convention for the United States Presidency, the seat at which takes place next year. President Roosevelt is now certain of being nominated by at least 25 of the States.

HALF A MILLION OF MONEY.

London, 27th May. The widow of General Robert Dudley Blake, who recently died intestate and childless, left property valued at £500,000, which is now in Chancery. The late Mrs. Blake was the daughter of an Irish village schoolmaster. General Blake had her educated and then married her under romantic circumstances. Miss Brennan and James Doyle, children of Mrs. Blake's cousin, are claimants to the estate.

COLLISION AT SEA.

London, 27th May. Of 34 emigrants by the steamer *Huddersfield*, bound from the Continent for Grimsby, 29 were drowned, owing to a collision with the Norwegian steamer *Uto* near Antwerp in a fog.

DEATH OF FAMOUS MOTORIST.

London, 28th May. M. Marcel Renault, the winner of the Paris-Vienna motor-car race, has died from the effects of injuries which he received as the result of an accident in the abortive Paris-Madrid race on Sunday last.

[VIA SHANGHAI.]

THE GERMAN ELECTIONS.

Berlin, 17th June. The result in 333 districts out of the 397 is now known. Second ballots will be necessary in 156 districts. So far the returns show 68 Clericals (Centrums), 53 Socialists, 23 Conservatives and 11 Poles. Among those defeated are Messrs. Roedel and Hahn, leaders of the Agrarian Alliance. Messrs. Engen Richter (Radical Liberal) and Oertel (Conservative) are among those to be decided on by the second ballot. The gains of the Socialists have been nearly exclusively at the expense of the Radical Liberal parties. In consequence the power will be in the hands of a similar majority as before.—O. Lloyd.

AN OLD STORY.

London, 17th June. London denies the signature of a new convention concerning Kalantan—*Echo de Chine*.

THE SOMALILAND CAMPAIGN.

London, 18th June. A despatch from Ruter's correspondent at the Abyssinian camp at Jigjiga, dated the 12th inst., says that Ras Makonnen, the Abyssinian General, and the British Consul at Harar are endeavouring to effect an exchange of three English prisoners now in the hands of the Mahdists, two of whom were wounded in the fight at Gambura.—N.C. D. N.

FRENCH INTERESTS IN NORTH AFRICA.

The *Times* correspondent writes under date Paris, May 19:—

The French Colonial party have chosen the day of the opening of the Chambers to publish in their special organ, the *Dépêche Coloniale*, their programme respecting the two great possible questions of difference between this country and England—namely, Egypt and Morocco. It has, at all events, one merit, that of being frank and explicit. As the French Colonial party desire an *entente cordiale* with England, it could not have hit upon a better course than to begin by saying plainly what it wants. The writer of the article, M. Henri Lorin, states that in a general way French interests in Morocco must not be regarded as objects of compensation or barter. He contends that without Morocco the French possession of what he describes as *l'Afrique Mineure* must always remain precarious. He recalls the fact that M. Etienne, in the preface to M. de Segonzac's classic work on Morocco, has dwelt upon the danger for France involved in a partition of that empire. According to M. Etienne, that partition would from a political standpoint destroy the position acquired by French efforts during a period of 70 years. Regarded from an economic point of view it would impoverish Algeria by establishing on her flank a country having the same climate and productions, but with incomparably greater resources and a far more fertile soil. Finally, through such a partition France would lose the exclusive direction of the Mussulman population of North Africa. For these reasons the French Colonial party maintain that before any *pouvoirs* on the Moroccan question France must be recognised as the paramount Power in the Morocco of the future. The essential feature of that predominance would be a protectorate over the Sultan of Morocco similar to that exercised by France in Tunis. That could be brought about to the profit of the natives and of all Europe, without violence or the subversion of existing institutions, with the assistance of the religious notabilities of Islam under French influence. When once their political preponderance was admitted the French could discuss matters of detail. There might, for instance, be an extension of the Spanish territory in the Rif region. They could take into account the objection of England to see Tangier converted into a French fortress opposite Gibraltar. There is nothing to prevent the French from giving guarantees to their rivals in that respect. France, on the other hand, could not consent to see Eng

lished at Tangier, and like all the Mediterranean Powers she is interested in maintaining the free passage of the Strait of Gibraltar.

The writer considers the best solution of the difficulty to be the neutralisation of Tangier and of the entire African coast of the Strait, with the exception of Ceuta, which is already occupied by the Spaniards. International control would be a less practical means of rendering that neutrality effective than the cession of the territory in question to a neutral State or Prince. If it were desired to extend an Anglo-French agreement to Egypt it would, in the opinion of the *Dépêche Coloniale*, first be necessary to assume the existence of the understanding respecting Morocco which has just been outlined, and then to enquire what mutual concessions could be made upon that new basis. France has still a considerable position in Egypt, though it has been much diminished by her own fault. It is now idle to regret the mistake she made twenty-one years ago. To-day, whatever diplomatic euphemism may be employed to veil the admission, Egypt is, as a matter of fact, a British possession. All that France has to defend there at present are, says the writer, certain respectable traditions which may be described as intellectual. The neutrality of the Suez Canal may be regarded by the French as no concern of theirs. The French colonies in the Indian Ocean and the Far East must depend for their protection upon their own resources and upon the permanent naval forces placed at their disposal. Moreover, the Red Sea, which is but a continuation of the Suez Canal, is closed by Perim and Aden. The writer goes on to say:—

"We are no longer strong enough in Egypt to exercise real control, but we are still in a position to hamper the free movements of the English. We are, for instance, able to prevent the use of Egyptian funds for Imperial purposes like those of India. Our representatives in Egypt, on only maintain French prestige. Is it worth our while to persist in playing the part of dog in the manger *de nous obstiner dans une attitude gâcheuse*? Would it not be expedient, while preserving the maintenance of our intellectual works in Egypt, to come to an understanding as to the two substantial rights which we still possess—namely, the Mixed Tribunals and the administration of the Egyptian Debt? That would be a genuine renunciation on our part which would unquestionably be a source of regret to the highly contentious French colony in Egypt. It is, therefore, necessary that England should make some concession elsewhere, for instance in Morocco. As we have set apart the question of political preponderance, that concession could only be of an economic nature. The Customs system of Morocco might, for example, in so far as France and England are concerned, be arranged on the same lines as the existing *regime* in Tunis. The advantages accorded to England, all previous treaties of commerce, would expire at a date to be agreed upon. Thus, without prejudice to any rights already acquired, we should see our liberty of action guaranteed for the near future. These are the conditions and the form 1 which we should be prepared to accept the idea of combining the two questions of Egypt and Morocco with a view to a final settlement. Such arrangements would be just, and as honourable for France as for England. We hope in thus formulating the project to bring out certain aspects of the question which will serve to promote the conclusion of a practical agreement between the two countries."

BRITISH NORTH BORNEO.

A *Globe* correspondent writes:—

Africa and its chartered companies have bulked rather large in the public eye of recent years, until we have almost forgotten another country rich in possibilities, and possessing a strategic importance not to be over-estimated, which is also governed under charter from the British Crown. We are reminded of the steady and prosperous work which is being carried on in far-off Borneo, with its beautiful stretches of tropical country and its land-enclosed bays, by the appeal just made to the investing public for further funds to the important task of railway development; and it may not be without interest to take a glance at this fertile and attractive island, washed by three seas, within four days' steaming of China and ten of India, which has been rescued from the pirates who desolated its coast from the head-hunters who laid waste its fertile interior. The veteran Admiral of the Fleet Sir Harry Koppel, who was for some time a member of the court of directors of the Chartered Company, played a prominent part in those early days of pacification before North Borneo came under our sway, for it was as captain of the *Diado* that the gallant officer, who, since he reached threescore and thirty, has paid several returned visits to that part of the world, was engaged in suppressing the head-hunting propensities of the Dyaks.

One may ascribe the ultimate acquisition of the experience gained regarding its potentialities in the early adventures, when certain venturesome young spirits, among whom was numbered Mr. W. C. Cowie, the present managing director of the company, were engaged in running the blockade set up by Spain in the Sulu Archipelago. For a century previous there had been occupation by Europeans, and it was these young traders who, in a 14-ton steamer, the *Argyll*, soon found out all that was then to be known of the productive country. And what a country it is! For the sportsman there is big game in plenty—elephants, rhinoceros, buffalo, deer, pig, and bear. Orang-outangs and several varieties of monkeys inhabit the forest in large numbers, while among the host of smaller animals are to be reckoned civets, musangs, binturongs,

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[2742]

SHIPPING.

ARRIVALS.

June 24, ANPING MARU, Jap. str., 1,053, I. Goto, Coast Ports 23rd June, General.
 OSAKA SHOSHEN KAISHA.
 June 24, BOULDIER, French barque, 1,042, Haring, New York 15th Dec, Korosens.—STANDARD OIL CO.
 June 24, HONGKONG, French str., 742, Suzoni, Haiphong and Hoihow 23rd June, Rice and Pigs.—A. R. MARTY.
 June 24, BRENTON, British str., 4,430, C. Jackson, Liverpool 15th May, General.—BUTTERFIELD & SWIRE.
 June 24, WO-SUNG, British str., 1,160, Dowson, Shanghai 20th June and Swatow 23rd, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.

Alie, German ship, for Columbia.
 Harg, Norwegian str., for Bangkok.
 Choufa, German str., for Swatow.
 Choyang, British str., for Shanghai.
 Glenfarg, British str., for Singapore.
 Hongmoh, British str., for Amoy.
 Olympia, American str., for Amoy.
 Omega, British barque, for Nagasaki.
 Seachuen, British str., for Shanghai.
 Ulavand, Norwegian str., for Moji.
 Wanching, British str., for Canton.
 Wanching, German str., for Koba.
 Yikang, British str., for Canton.

DEPARTURES.

24th June.
 APTENOR, British str., for London.
 CHOWFA, German str., for Bangkok.
 CHOYANG, British str., for Shanghai.
 EMBURY, British str., for Vancouver.
 FATHOM, Norwegian str., for Suifu.
 GLENFARG, British str., for Singapore.
 GLENFARG, British str., for Singapore.
 HONGKONG, Japanese str., for Kutchinotza.
 HOIHOW, French str., for Hoihow.
 NIPPON MARU, Jap. str., for San Francisco.
 OLYMPIA, American str., for Tacoma.
 PAKHIA, British str., for Shanghai.
 SEIKHAD, Norwegian str., for Port Arthur.
 ULAVAND, Norwegian str., for Moji.
 WANCHING, British str., for Canton.
 WANCHING, German str., for Koba.
 YIKANG, British str., for Canton.

VESSELS IN DOCK.

24th June.
 ABERDEEN DOCK.—Vernon.
 Kowloon Dock.—Canton River, San Joaquin, Chuenfiao, Legaspi, Antonio Mucio, Taiwan.

VESSELS ON THE BERTH

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 Hongkong, 24th June, 1903. [1785]

FOR MANILA (Direct).

THE American Steamship
 "LEGASPI."
 Captain D. Yribar, will be despatched for the above port TO-MORROW, the 26th inst., at 12 o'clock noon.
 The attention of passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light, Saloon midships. Perfect Cuisine. Surgeon carried.
 For Freight or Passage, apply to
 BARNETT & CO.,
 Agents.
 Hongkong, 24th June, 1903. [1815]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.
 HAMBURG-AMERIKA LINIE.
 FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG."
 OF THE HAMBURG-AMERIKA LINIE,
 Captain E. Burmeister, due here with the outward German Mail about the 24th inst., P.M., will leave for the above places about 12 1/2 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 22nd June, 1903. [15]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.
 THE Company's Steamship
 "A R A R A,"
 Captain Williamson, will be despatched on SATURDAY, the 27th JUNE, at DAYLIGHT.
 To be followed by the Steamship
 "VERONA,"
 Captain H. N. Spiess, on or about WEDNESDAY, the 15th JULY.
 For Freight, &c., apply to
 SHEWAN, TOMES & CO.,
 General Agents.
 Hongkong, 24th June, 1903. [1699]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, (Tasmania, &c.)
 THE Steamship
 "EASTERN,"
 Captain Ellis, will be despatched as above on WEDNESDAY, the 1st July, at Noon.
 This well-known steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
 The steamer is installed throughout with the electric light.
 A stewardess and a duly qualified surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 11th June, 1903. [1687]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	CANTON	Brit. str.	Lockstone	P. & O. S. N. Co.	About 28th inst.
LONDON VIA SUEZ CANAL	BENLOMOND	Brit. str.	Mutton	GIBB, LIVINGSTON & CO.	About 2nd July.
LONDON &c. VIA PORTS OF CALL	MARSHALL	Brit. str.	G. W. Cockman	P. & O. S. N. Co.	4th July, at Noon.
LIVERPOOL	DIOMED	Brit. str.	Lockstone	BUTTERFIELD & SWIRE	22nd July.
MARSEILLES, LONDON &c. VIA SUEZ CANAL	KAWACHI MARU	Jap. str.	H. Fraser	NIPPON YUSEN KAISHA	20th August.
MARSEILLES, LONDON &c. VIA PORTS OF CALL	ANNAM	Frans. str.	Girard	MESSAGERIES MARITIMES	27th inst., Daylight.
MARSEILLES, HAVRE, CHAGEN, &c.	P. MARIE	Don. str.	Berentzen	MELCHERS & CO.	3rd inst., 11 A.M.
MARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	F. Davies	BUTTERFIELD & SWIRE	About 3rd inst.
MARSEILLES, LONDON &c. VIA SUEZ CANAL	BINGO MARU	Jap. str.	F. Davies	NIPPON YUSEN KAISHA	7th July.
MARSEILLES, LONDON & ANTWERP	PELEUS	Brit. str.	Lockstone	BUTTERFIELD & SWIRE	11th July, Daylight.
MARSEILLES, LONDON & ANTWERP	STENTOR	Brit. str.	Lockstone	BUTTERFIELD & SWIRE	21st July.
MARSEILLES, LONDON & ANTWERP	DARDANUS	Brit. str.	Lockstone	BUTTERFIELD & SWIRE	21st July.
MARSEILLES, LONDON & ANTWERP	NEPTUN	Brit. str.	Lockstone	BUTTERFIELD & SWIRE	21st July.
MARSEILLES, LONDON & ANTWERP	MOON	Brit. str.	Lockstone	BUTTERFIELD & SWIRE	21st July.
BREMEN, VIA PORTS OF CALL	ROEVA	Ger. str.	G. Meiners	MELCHERS & CO.	To-day, at Noon.
HAYRE, BREMEN & HAMBURG	NURBERG	Ger. str.	Jahrburg	HAMBURG-AMERIKA LINIE	1st July.
HAYRE & HAMBURG	WUSZBURG	Ger. str.	v. Binszer	HAMBURG-AMERIKA LINIE	12th August.
HAYRE & HAMBURG	BADENIA	Ger. str.	Rorier	HAMBURG-AMERIKA LINIE	27th inst., P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	VINDOBONA	Rus. str.	Cobol	BRADLEY & CO.	About 27th inst.
NEW YORK, VIA SUEZ CANAL	ADARA	Am. str.	Williamson	SHEWAN, TOMES & CO.	About 27th inst.
NEW YORK, VIA SUEZ CANAL	GENESEE	Brit. str.	Rafferty	MCGHEE, BEES & GOW	About 27th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	MACHUPE	Brit. str.	Lockstone	P. & O. S. N. Co.	About 15th July.
YOKOHAMA, VIA SHANGHAI, &c.	TARTAR	Brit. str.	Lockstone	CANADIAN PACIFIC R. CO.	22nd July.
VICTORIA (B.C.) & SEATTLE VIA JAPAN	TRENTON	Brit. str.	T. W. Garlick	DOVERELL & CO. LIMITED	30th inst.
VICTORIA (B.C.) & SEATTLE VIA JAPAN	TOSA MARU	Jap. str.	A. Christianson	NIPPON YUSEN KAISHA	30th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA JAPAN	MACHAO	Jap. str.	Geo. Anderson	BUTTERFIELD & SWIRE	14th July.
VICTORIA (B.C.) & SEATTLE VIA JAPAN	KAGA MARU	Jap. str.	Geo. Anderson	NIPPON YUSEN KAISHA	14th July, at 4 P.M.
PORTLAND, OREGON	INDRAVELLI	Brit. str.	R. P. Oravon	PORTLAND & ASIATIC CO.	16th July.
AUSTRALIAN PORTS	EASTERN	Brit. str.	Ellis	GIBB, LIVINGSTON & CO.	1st July.
AUSTRALIAN PORTS	CHINGFU	Brit. str.	Lockstone	BUTTERFIELD & SWIRE	4th July.
YOKOHAMA, VIA SHANGHAI, &c.	JAPAN	Brit. str.	Lockstone	P. & O. S. N. Co.	About 27th inst.
KOBE & YOKOHAMA	KINSHU MARU	Jap. str.	F. L. Fyde	NIPPON YUSEN KAISHA	27th inst., at Noon.
KOBE & YOKOHAMA	YAMATO	Jap. str.	F. L. Fyde	BUTTERFIELD & SWIRE	To-day.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	E. L. Sommer	NIPPON YUSEN KAISHA	3rd July, Daylight.
KOBE & YOKOHAMA	SAVOYA	Ger. str.	Deinart	HAMBURG-AMERIKA LINIE	6th July, at Noon.
KOBE & YOKOHAMA	TAIYUAN	Brit. str.	W. Scott Hunter	BUTTERFIELD & SWIRE	7th July.
KASUGA MARU	KASUGA MARU	Jap. str.	W. Scott Hunter	NIPPON YUSEN KAISHA	11th July, at Noon.
NANCHANG	NANCHANG	Brit. str.	Lockstone	BUTTERFIELD & SWIRE	4th July.
SZCHUEN	SZCHUEN	Brit. str.	Lockstone	BUTTERFIELD & SWIRE	To-day.
HAMBURG	HAMBURG	Ger. str.	E. Burmeister	MELCHERS & CO.	Quick despatch.
POLYNESIA	POLYNESIA	Frans. str.	Duchateau	MESSAGERIES MARITIMES	About 28th inst.
GOBOMANDEL	GOBOMANDEL	Brit. str.	P. J. Fox	P. & O. S. N. Co.	About 3rd July.
DAIGI MARU	DAIGI MARU	Jap. str.	T. Kitano	OSAKA SHOSHEN KAISHA	27th inst.
ANPING MARU	ANPING MARU	Jap. str.	I. Goto	OSAKA SHOSHEN KAISHA	27th inst.
MAIDZURU MARU	MAIDZURU MARU	Jap. str.	T. Saito	OSAKA SHOSHEN KAISHA	3rd July.
LONGSANG	LONGSANG	Brit. str.	Voigall	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
ROHILLA MARU	ROHILLA MARU	Jap. str.	E. P. Bishop	TOYO KISEN KAISHA	To-day, at 11 A.M.
LEGASPI	LEGASPI	Am. str.	D. Yribar	ARMSTRONG & CO.	To-morrow, Noon.
ZAFIRO	ZAFIRO	Brit. str.	E. Rodger	SHEWAN, TOMES & CO.	27th inst., 10 A.M.
SUNGKIANG	SUNGKIANG	Brit. str.	Lockstone	BUTTERFIELD & SWIRE	1st July.
CHINGTU	CHINGTU	Brit. str.	Lockstone	BUTTERFIELD & SWIRE	4th July.
RUBI	RUBI	Brit. str.	E. W. Almond	SHEWAN, TOMES & CO.	4th July.
ARAGONIA	ARAGONIA	Ger. str.	Forst	HAMBURG-AMERIKA LINIE	28th inst., Daylight.
A. APCAL	A. APCAL	Brit. str.	E. Fey	DAVID SASSON & CO., LD.	30th inst., at Noon.
IZUMI MARU	IZUMI MARU	Jap. str.	M. Yagi	NIPPON YUSEN KAISHA	2nd July, at 4 P.M.
HOSHIOKA MARU	HOSHIOKA MARU	Jap. str.	J. Nagao	NIPPON YUSEN KAISHA	14th July, at Noon.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR
 FUME AND TRIESTE DIRECT,
 Calling at SINGAPORE, PENANG,
 COLOMBO, BOMBAY, KARACHI,
 ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the Brazils,
 to South Africa, Persian Gulf, Red
 Sea, Black Sea, Levant, Venice
 and Adriatic Ports.)
 THE Company's Steamship
 "VINDOBONA,"
 Captain Cobol, will be despatched as above on
 SATURDAY, the 27th inst., P.M.
 For information as to Passage and Freight,
 apply to
 SANDER WIELER & CO.,
 Agents,
 Princes Building.
 Hongkong, 19th June, 1903. [3]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 STEAM FOR
 SAIGON, SINGAPORE, BATAVIA,
 COLOMBO, PONDICHERY,
 CALCUTTA, DIBOUT, EGYPT,
 MARSEILLES, MEDITERRANEAN
 AND BLACK SEA PORTS.
 LONDON, HAVRE, BORDEAUX,
 ALSO
 PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23th June, 1903, at
 11 A.M., the Company's Steamship
 "ANNAM," Captain Girard, with Mails,
 Passengers, Space and Cargo, will leave this
 Port for MARSEILLES via Ports of Call,
 WITHOUT TRANSHIPMENT.
 Cargo and Space will be registered for London
 as well as for Marseilles, and accepted in
 transit through Marseilles for the principal
 places of Europe.
 Shipping Orders will be granted till Noon
 only on Monday, the 23th June. Space and
 Parcels received until 4 P.M. on the same day.
 No Cargo will be received on board on Tuesday.
 Parcels are not to be sent on board; they
 must be left at the Agency's Office. Contents
 and Value of Packages are required.
 For further particulars, apply at the Company's
 Office.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 17th June, 1903. [12]

THE EAST ASIATIC COMPANY, LIMITED.
 FOR MARSEILLES, HAVRE, COPEN.
 HAGEN AND BALTIC PORTS.
 THE Danish Steamer
 "PRINSESSE MARIE,"
 Captain Berentzen, will leave for the above
 ports on or about the 30th inst.
 For Freight or Passage, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 20th June, 1903. [1612]

FOR CANTON.
 "SAN CHEUNG,"
 351 Tons, Captain A. Murphy, will leave for
 Canton at 8 P.M. on SUNDAYS, TUES-
 DAYS and THURSDAYS and return to
 Hongkong on the following days, leaving Canton
 at 5 P.M. Excellent accommodation, electric
 light, and perfect cuisine. Wharf at Hongkong
 near Harbour Office.
 First-class Fare, \$3 each way. Meals, \$1
 each.
 Cargo Freight very moderate.
 CHEUNG ON STEAMBOAT CO., LD.
 No. 125, Connaught Road Central.
 Hongkong, 16th June, 1903. [1751]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
 SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
 AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
 AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
 IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
ROON	THURSDAY 25th June
PEUSSEN	THURSDAY 9th July
HAMBURG	THURSDAY 23rd July
PRINZ HEINRICH	THURSDAY 6th August
SACHSEN	THURSDAY 20th August
KLAUSCHOU	THURSDAY 3rd September
BAYERN	THURSDAY 17th September
ZIETEN	WEDNESDAY 30th September
SEYDLITZ	WEDNESDAY 14th October
ROON	WEDNESDAY 28th October

ON THURSDAY, the 25th day of June, 1903, at Noon, the Steamship "ROON,"
 of the Norddeutscher Lloyd, Captain G. Meiners, with MAILS, PASSENGERS,
 SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till Noon on Tuesday, the 23rd June. Cargo and
 Specie will be received on Board until 5 P.M. on WEDNESDAY, the 24th June, and Parcels
 will be received at the Agency's Office until Noon on WEDNESDAY, the 24th June.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
 and Parcels should not exceed Two Feet Cubic in Measurement.
 The steamer has splendid accommodation, and carries a Doctor and Stewardesses.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO. AGENTS.
 Hongkong, 22nd June, 1903. [15]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MALTA.

YOKOHAMA, VIA SHANGHAI, NAGASAKI, KOBÉ, AND YOKOHAMA.
 (Passing through the Inland Sea.)

SHANGHAI

LONDON, &c.

For further Particulars, apply to
 H. A. HEWITT,
 Superintendent.
 Hongkong, 25th June, 1903. [1]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, VIA SWATOW	"DAIGI MARU"	SATURDAY, 27th June.
TAMU, VIA SWATOW	"DALIN MARU"	WEDNESDAY, 1st July.
TAMU, VIA SWATOW	"T. COATA"	THURSDAY, 3rd July.
FOOCHOW, VIA SWATOW	"ANGEL MARU"	SUNDAY, 28th June.
FOOCHOW, VIA SWATOW	"I. GORO"	FRIDAY, 3rd July.
ANPING, VIA SWATOW	"MAIDZURU MARU"	FRIDAY, 3rd July.
ANPING, VIA SWATOW	"T. SAITO"	FRIDAY, 3rd July.

The Co.'s new Steamers are specially designed for the coast trade of South China and
 Formosa, and are fitted with all modern improvements. Excellent accommodation is provided
 for first-class passengers, and a duly qualified doctor is carried.
 All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the
 Government Marine Surveyors, and are registered the highest class at Lloyd's.
 Steamers will go alongside the Co.'s Pier on the Customs' water front premises at
 Canton to land all passengers and cargo.
 By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze
 River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's
 steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at
 No. 2, Des Vaux Road Central.
 Hongkong, 25th June, 1903. [15]

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct.	Sat., 27th June, 10 A.M.
RUBI	2540	R. W. Almond	Manila Direct.	Sat., 4th July, 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 22nd June, 1903. [17]

TOYO KISEN KAISHA MANILA LINE. REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
 Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	E. P. Bishop	3899	Thursday, 25th June, at 11 A.M.
"ROSETTA MARU"	N. Tate	3876	Wednesday, 1st July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
 Street.
 Hongkong, 20th June, 1903. [478]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
 LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE
 LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SUEVIA	HAYRE and HAMBURG	On 1st July. Freight.
Capt. Borch	(Calling at Singapore and Colombo)	
NURNBERG	HAYRE and HAMBURG	On 15th July. Freight.
Capt. Jahrburg	(Calling at Singapore and Penang)	
WURZBURG	HAYRE and HAMBURG	On 29th July. Freight & Passengers.
Capt. v. Binzer	(Calling at Singapore and Colombo)	
BADENIA	HAYRE and HAMBURG	On 12th Aug. Freight.
Capt. Roden	(Calling at Singapore and Penang)	

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
 VIA
 SHANGHAI, INLAND SEA OF JAPAN, KOBE AND
 YOKOHAMA,
 FOR
 VICTORIA, B.C., AND TACOMA,
 IN CONNECTION WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
TREMONT	T. W. Garlick	9,696	June 30th
TACOMA	A. Dixon	2,812	July 6th
VICTORIA	J. Pantou	3,502	August 3rd

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the
 PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED
 STATES and to EUROPE.
 Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the
 United States and Canada.
 For further information as to Freight or Passage, apply to
 DODWELL & COMPANY, LIMITED,
 GENERAL AGENTS.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAWACHI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 27th June, at DAYLIGHT.
KINSHU MARU	MOJI, KOBE and YOKOHAMA.	SATURDAY, 27th June, at Noon.
F. L. Fyde	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 30th June, at 4 P.M.
TOSA MARU	BOMBAY, VIA SINGAPORE and COLOMBO.	at 4 P.M.
IZUMI MARU	MOJI, KOBE and YOKOHAMA.	

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"TYDEUS"	On 28th June.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 9th August.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ, and YOKOHAMA	"MACHAON"	On 14th July.
These "S" and "T" from Glasgow and Liverpool has arrived, and leaves for Shanghai to-day. The "S" "TYDEUS" left Singapore on the 23rd inst., at noon, and is due here on the 25th inst.	"NINGCHOW"	On 10th August.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th June, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KOBÉ	"NINGPO"	On 25th June.
SHANGHAI	"SZECHUEN"	On 26th June.
MANILA	"SUNGKIANG"	On 1st July.
CHIEFOO and TIENSIN	"NANCHANG"	On 4th July.
MANILA	"CHINGTU"	On 4th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 7th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is on board.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th June, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA

OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE

STEAMSHIP

"INDRAVALLI" 4,890 Tons. R. P. Craven. July 14, 1903.

"INDRAPURA" 4,890 Tons. A. E. Hollingsworth. August 14, 1903.

"INDRASAMHA" 5,197 Tons. W. E. Craven. September 13, 1903.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th June, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S.	Tons	Captain	TO SAIL ON
"EMPRESS OF JAPAN"	6,000	...	WEDNESDAY, 15th July.
"TARTAR"	4,425	...	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000	...	WEDNESDAY, 5th Aug.
"ATHENIAN"	3,882	...	WEDNESDAY, 12th Aug.
"EMPRESS OF INDIA"	6,000	...	WEDNESDAY, 26th Aug.
"EMPRESS OF JAPAN"	6,000	...	WEDNESDAY, 23rd Sept.
"TARTAR"	4,425	...	WEDNESDAY, 7th Oct.
"EMPRESS OF CHINA"	6,000	...	WEDNESDAY, 21st Oct.
"ATHENIAN"	3,882	...	WEDNESDAY, 4th Nov.
"EMPRESS OF INDIA"	6,000	...	WEDNESDAY, 18th Nov.
"EMPRESS OF JAPAN"	6,000	...	WEDNESDAY, 15th Dec.
"TARTAR"	4,425	...	WEDNESDAY, 30th Dec.

THE magnificent "TWIN-SCREW" "EMPRESS" STEAMSHIPS of this Line pass through the Inland Sea of Japan, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to—
D. E. BROWN, General Agent, Pedder Street.

6.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLOMOND"

Captain Matten will be despatched as above on or about the 2nd July.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th June, 1903.

[1891]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BRITISH INDIA MAIL SERVICE FOR BATAVIA, PRINCE OF WALES, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MASSILLA"

Captain G. W. Cockman, carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 4th JULY, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; any cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 23rd June, 1903.

[1]

FOR KOBÉ, NAGASAKI AND YOKOHAMA.

(Calling at GENSAN.)

THE Steamship

"SAVOIA"

Captain Deinat, will be despatched for the above ports on MONDAY, the 6th JULY, at Noon.

This steamer has superior accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to
HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 24th June, 1903.

[1814]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK"

Captain R. Fort, will be despatched as above on THURSDAY, the 9th JULY.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW, Agents.

Hongkong, 6th June, 1903.

[1645]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS OF SUEZ CANAL (WITH LIBERTY or GAIL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"MACDUFF" ... 15th July.

"SAINT BEDE" ... 25th July.

For Freight and further information, apply to
DODWELL & CO., LD., Agents.

Hongkong, 18th June, 1903.

[1125]

FOR SINGAPORE AND CALCUTTA.

THE Steamship

"ARAGONIA"

Captain Forst, will be despatched for the above ports on SUNDAY, the 28th inst., at DAYLIGHT.

For Freight, apply to
HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 24th June, 1903.

[1813]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"POLYNESIE"

Captain Duchateau, will be despatched for the above ports on or about MONDAY, the 29th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.

Hongkong, 24th June, 1903.

[12]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON ON BOARD.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 1st May, 1903.

[73]

HONGKONG—MACAO LINE.

S.S. "WING CHAI"

Captain Samuel Bell Smith.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steerage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—
SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, 29th April, 1903.

[84]

NATAL LINE OF STEAMERS.

THE Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1902.

[8]

FOR ODESSA.

THE Russian Steamer

"HERMANN LEROHE"

1,978 tons, will be despatched for the above port on or about 5th July.

For Freight, apply to
BRADLEY & CO., Agents.

Hongkong, 1st June, 1903.

[1591]

FOR MACAO.

THE Steamship

"PAK KONG"

will be despatched for the above port EVERY DAY, at 7 A.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to
KWONG WAN STEAMBOAT CO., LD., 15 and 16, Canton Road, Praya West.

Hongkong, 24th June, 1903.

[1811]

WING ON STEAMSHIP COMPANY.

HONGKONG—MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

Departures from Hongkong to Macao daily at 7.30 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:

1st Class ... \$1.50

2nd ... 0.70

3rd ... 0.30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Strand West.

Hongkong, 16th May, 1903.

[648]

NOTICES TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 25th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by the undersigned.

Bills of Lading will be countersigned by the undersigned.

DAVID SARSOON & CO., LD., Agents.

Hongkong, 22nd June, 1903.

[1731]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BALLAARAT"

FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where such consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex *ss. Australia*.

From Australia, &c., ex *ss. Orient*.

From Persian Gulf, &c., ex *ss. S. N. and B. & P. S. N. Co.'s Steamers.*

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 18th June, 1902.

[1]

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

THE Steamship

"KISH"

Captain E. Robertson, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods must be left on board and due notice given to the undersigned, when they will be landed into Kowloon Godowns and a date appointed for examination.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

